A1- V-B-012

Form 10:300 (July 1769) UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF DISTORIC PLACES INVENTORY - NOMINATION FORM

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	APPE	ARANCE

The La Vale Toll Gate House is located on the south side of U. S. Route 40 about three-fifths of a mile west of the intersection of U. S. Route 40 and Braddock Road. The intersection is about six miles west of Cumberland, Maryland.

This common bond brick, two-story structure has seven sides—a basic polygon plan. The five northern sides, of equal length, form equal angles, one to the other. The two south adjacent sides are longer and they meet at a right angle.

A one-story brick addition is appended to each of the longer sides. A later frame one-story wing at one time filled in the square space between these additions. It was demolished in the mid-twentieth century and a reconstructed structure for utilities will again fill in the "square space."

The polygon portion of the building contains one unheated room on each floor. The stair winds upward from the west wing. A one-story porch extends around the five outer sides of the polygonal portion and a decorative, non-functional wood cupola tops the peaked roof. Six over six sash in shuttered windows are on each outer side of the polygonal portion, and on each wing, except for the north side of the polygon at the first story level, where double doors form the main entrance. For each adjacent diagonal side, at the first story level only, stuccoed panels, the size of window masonry openings, provide space for the toll rate sign. Originally, it is believed, the first floor brick walls at the porch level were stuccoed, and all exterior walls were whitewashed including the stucco area.

In 1969 the toll house restoration construction was started by the Maryland Historical Trust. The office of Orin M. Bullock, Jr., FAIA, is the consulting restoration architect, and Carl Belt, Inc., (P.O. Box 1210) Cumberland, Maryland, is the contracting firm. The La Vale Century Club, of La Vale, Maryland, has been, and will continue on as the custodian for the building. It will furnish the interior, administer the housekeeping, and arrange for the guiding of visitors through the building.

The architecture of the La Vale Toll Gate House is almost identical to similar architecture in Pennsylvania--toll houses within the Pennsylvania sections of the National Road. The Searights Tollhouse [sic.] northwest of Uniontown, Pennsylvania, administered by the Pennsylvania Historical & Museum Commission, Harrisburg, Pennsylvania, is of similar polygonal design, with a wing extended from the rear.

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STATEMENT OF CONFICANCE

The La Vale Toll Gate House is a design oddity outmoded as a transportation necessity, important for its proximity to the original "United States Road," more commonly known as the National (or Cumberland) Road. The National Road from the 1830's through the early 1850's was one of the principal transportation arteries connecting the East Coast with the burgeoning Midwest. Pioneers, immigrants and cattle drivers as well as national figures, such as Henry Clay, William Henry Harrison, Zachary Taylor, James K. Polk and Andrew Jackson, traveled over the road.

Completed in 1836 the La Vale Toll Gate House was the first, and for six years the only, toll house within the Maryland section of the National Road.

The La Vale Toll Gate House and all other tollhouses beside the National Road are related to the national debate, from the 1820's through the 1830's, on the constitutionality of Federal involvement in "internal improvements." Those congressmen who felt that those who used the road should help defray the maintenance costs, also felt their constitutional scruples prevented them from charging tolls on the National Road. (In 1822 a bill providing for tolls on the National Road passed Congress, but President James Monroe vetoed the measure.) Congress circumvented the constitutional question by turning the ownership of the National Road over to the states through which sections of it passed.

In 1835 Maryland accepted ownership of her section of the National Road. Within twelve months the state legislature turned the "freeway" into a toll road establishing an elaborate system of rates and fares (a replica of the tariffs is still visible on the north wall) and provided for the construction of tollgates and houses.

The Federal government, following the terms of the transfer of the National Road to the State of Maryland, simultaneously provided the funds for the construction of the La Vale Toll Gate House, according to the 1836 report of the Superin-

SEE CONTINUATION SHEET

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Form 10-300a (July 1969)

(Number all entries)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

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#8. SIGNIFICANCE continued

tendent of the National Road in the State of Maryland to the Governor.

La Vale Toll Gate House .

During 1837, its first year of operation, \$9,745.90 in tolls were collected at the La Vale Toll Gate House. The State of Maryland continued to receive tolls until 1878 when the National Road and the tollhouse at La Vale became the property of Allegany County (later to be repurchased).

Eclipsed in importance for several decades by the westward expansion of the railroads, the National Road returned to national prominence when, in 1925, portions of it became U. S. Route 40. The La Vale Toll Gate House did not, in the twentieth century, return to its original use. Local appreciation of the significance of this tollhouse has existed, at least since Mr. Robert W. Young purchased the building. Just before his death in 1957 he convinced the State of Maryland to purchase the property. Since that time interested Allegany countians and the Maryland Historical Trust have combined their efforts to restore the La Vale Toll Gate House.

#9. REFERENCES continued

Annals of the Congress of the United States, XXXVI, 16th Congress 1st-Session, Washington: Gales and Seaton, 1855.

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Laws	of	Maryland,	1831,	Chapter	85.
			1878,	Chapter	158.
			1832,	Chapter	55.
			1834,	Chapter	203.

M-V-B-012

Form 10-300a (July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

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### La Vale Toll Gate House

Laws of Maryland, 1835, Chapter 305

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- , 1837, Chapter 52.
- James Thomas, Governor of Maryland, "Communication from the Executive Enclosing a Communication from the Secretary of War in Relation to the Cumberland Road," March 6, 1835, Public Documents, M60, Hall of Records, Annapolis, Md.
- Thomas H. Shriver, "Report of the Superintendent of the National Road in the State of Maryland," Annapolis: William McNeir, 1837, Public Documents M61, Hall of Records, Annapolis, Md.
- .; "Report of the Superintendent of the National Road with Abstracts of Tolls Received from 12th October 1836 to 1st October 1837," Dec. 1, 1837, Public Documents M61, Document F. Hall of Records, Annapolis, Md.
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- Telephone conversation with Mr. Hampsh of State Roads Commission (421), 300 W. Preston St., Baltimore, Maryland, Aug. 19, 1970.
- Andrew Heubeck, Jr., Secretary, Board of Public Works to Orlando Ridout IV, Director, Maryland Historical Trust, at Annapólis, Maryland, October 5, 1967, files of Maryland Historical Trust.
- Allegany County Land Records, Hall of Records, Annapolis, Md.
- Allegany County Planning and Zoning Commission, "Historic Land-marks in Allegany County," January 1965, Cumberland, Md., files of Maryland Historical Trust.

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Form 10-300a

## UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

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La Vale Toll Gate House

#9. REFERENCES continued

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"Searights Tollhouse A Restored Tollhouse on the First National Road to the West," administered by the Pennsylvania Historical and Museum Commission, leaflet, files of the Maryland Historical Trust AVB-012

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Nancy Miller, Historian, Maryland Historical Trust, Annapolis, Maryland, August 1970.

Annals of Congress, XV, Ninth Congress, December 2, 1805 to March 3, 1807, Washington: Gales and Seaton, 1852.

### SEE CONTINUATION SHEET

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### UNITED STATES DEPARTMENT OF THE INTERIOR

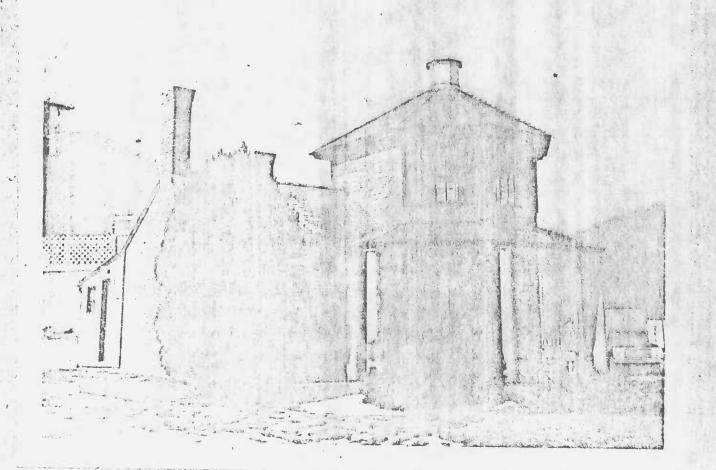
# HATIONAL REGISTER OF HISTORIC PLACES

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	Maryland Historical T	Trust, P. O. Box 1704, Annapolis, M	d. 21
4.	IDENTIFICATION :		-
-	DESCRIBE VIEW DIRECTION, ETC.		



MULDO2 Form 10-301 UN (Dec. 1968)

# UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

## NATIONAL REGISTER OF HISTORIC PLACES PROPERTY MAP FORM

MILL	ATT-2				
STATE					
Mary	land				
COUNTY					
Alle	gany				
FOR NPS USE ONLY					
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	(Fype all entries - attach	rta or enclose with map)	ENTRY NUMBER	DATE
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Form 10-445

AMERICAN BUILDINGS SURVEY HISTC INVENTORY COUNTY Allegany TOWN VICINITY Toll Gate House 2. NAME STREET NO. DATE OR PERIOD ORIGINAL OWNER STYLE ORIGINAL USE ARCHITECT PRESENT OWNER BUILDER PRESENT USE

4. NOTABLE FEATURES, HISTORICAL SIGNIFICANCE AND DESCRIPTION

OPEN TO PUBLIC

3. FOR LIBRARY OF CONGRESS USE

### (5A) Toll Gate House

WALL CONSTRUCTION
NO. OF STORIES

The National Road was a federally financed highway quite adequate for its time. To travel the Pike one had to pay tolls at various points, and toll gate houses were erected for the collection of these fees. The first of these oddly octagonal structures still stands on what is now the south side of Route 40 just west of LaVale. This particular brick structure was built in 1833 and is the only structure of its kind on the Maryland portion of the road. The State of Maryland purchased the Toll Gate House in 1955 and under the direction of Miss Ruth Clauson, a past-president of the Allegany County Historical Society, and Regent of the Cresap Chapter of the DAR, it has been

restored to good condition. Aid in the restoration has been contributed by various organizations and individuals. The posts which held the gates that crossed the road still stand and there are exhibited on the sides of the building lists of the various types of conveyances and the appropriate fare for each. The interior of the Toll Gate House has been restored through private contributions and the furnishings are typical of the period of operation. The house is open only upon request. Both architectually and historically this is a very interesting edifice.

5. PHYSICAL CONDITION OF STRUCTURE Endangered

Interior

Exterior

** Source: Historic Landmarks in Allegany County

A staff report by the Allegany County Planning & Zoning Commission, Cumberland, Md. Jan. 1965

6. LOCATION MAP (Plan Optional)

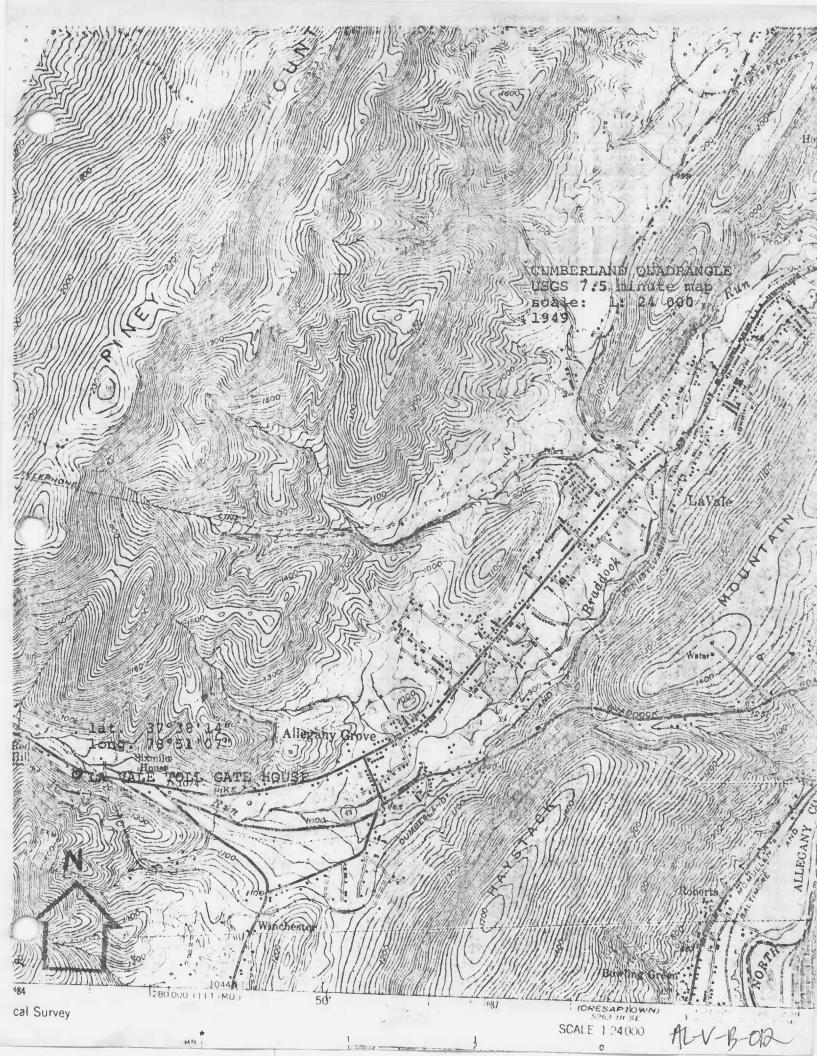
7. PHOTOGRAPH

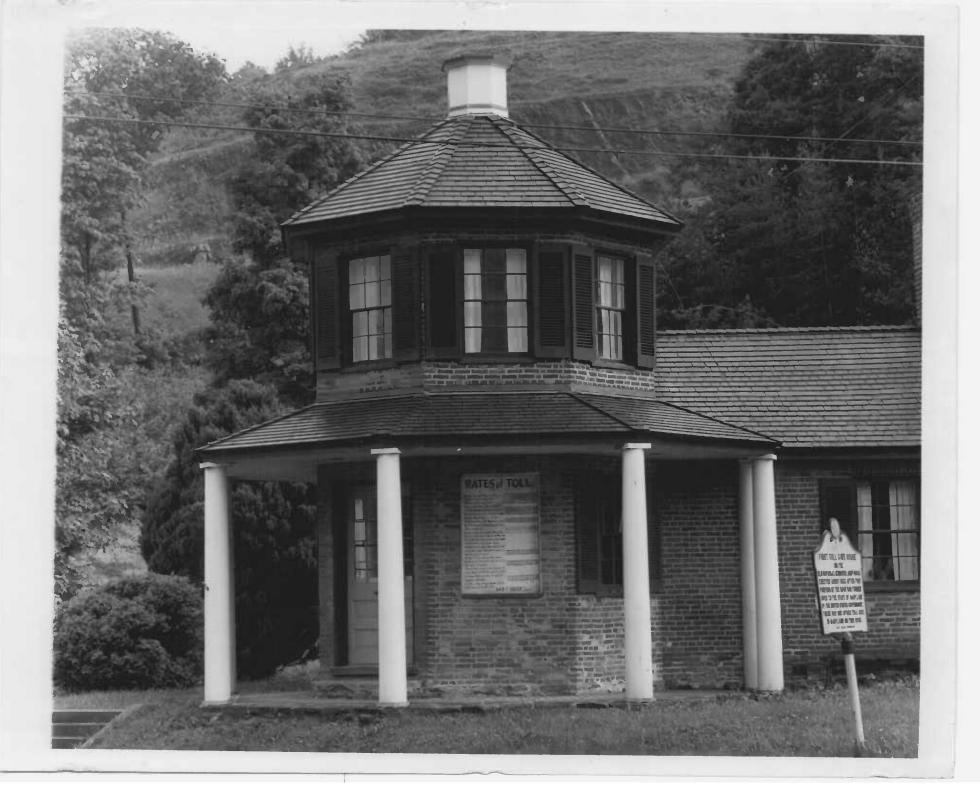
3. PUBLISHED SOURCES (Author, Title, Pages)
INTERVIEWS, RECORDS, PHOTOS, ETC.

9. NAME, ADDRESS AND TITLE OF RECORDER

**

DATE OF RECORD





LaVale Toll Gate House Restoration

Project # 24-71-00005-00

AL-V-B-12

Front elevation



LA VALE TOLL GATE HOUSE 16-1-12

AL-V-013

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PHOTO CKE_IT, Please, ... to

M. E. WARREN
P. O. Box 1508 Annapolis, Maryland

Meryland Illustrated File #_



LAVALE TOLLGATE HOOSE

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Md. Historical Trust 94 College Ave.

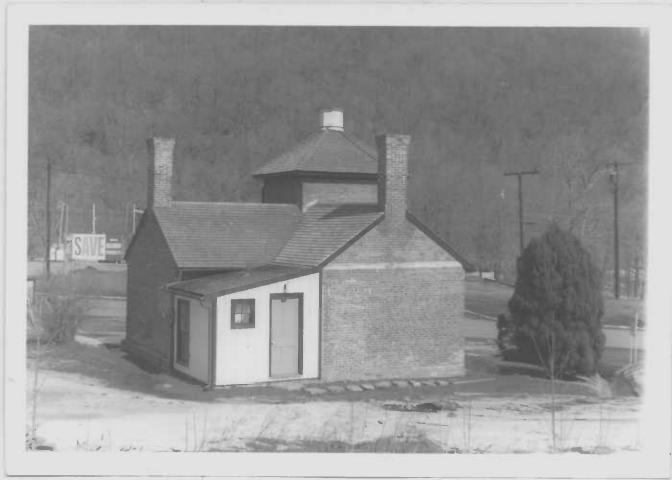
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James NOLLON, JR 19. FEB 197/



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TOLL GATE HOUSE SXW ELEV. (SW CORNER)



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TOLL GATE HOUSE, SW CORNER - REAR ELEV. AL-5



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TOLL GATE HOUSE

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TOLL GATE HOUSE

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J. T. W. JR.



TOLL GATE HOUSE AL-V-B-012 MD. HISTORICAL TRUST BOX 1704 ANNAPOLIS, MD. 21404 PRISMATIC (7 SideD) Office (N.) N. door J.T.W. JR